



Activity Summary Report

Title: Stability Test
Activity ID: 2023457
Activity Start Time: 03/12/2004 1:25:00 PM
Originating Unit: ACT Balt
Owner Unit: ACT Balt
Controlling Unit: ACT Balt
Activity Type: Vessel Inspection/PSC
Team Lead: Edwards, Matt .
Status: Closed - Agency Action Complete
Status Date: 04/30/2004
Prompt Date:
Subject POC: Capt Ed Narizzano, (410) 675-2900
Vessel Name: PATRICIA P
VIN: MD7290AN

Operating Organization Name

SEAPORT TAXI

-

Unknown

Address

802 SOUTH CAROLINE STREET

City

BALTIMORE

State

MD

Zip

21231

Country

Province

Activities Conducted:

Type	Date	Unit
Administrative Inspection	03/12/04	ACT Balt
Simplified Stability Test	03/18/04	ACT Balt

Inspection Results

System	Date	Results
Stability	03/12/04	Deficiencies Found and Corrected

Inspection Results - Deficiencies

ITEM	COMPLIANCE DATE	DATE ISSUED	DATE RESOLVED
1	Prior to carrying passengers and/or by 03/26/2004	03/12/2004	04/14/2004
SYSTEM	SUBSYSTEM	COMPONENT	
Stability	<None Selected>	<None Selected>	

---Description---

Demonstrate vessel meets stability standards in 46 CFR 178.340.

Documents and Certificates:

(none)

Narrative Summary:

12Mar04 M/V PATRICIA P (ex. FELS POINT PRINCESS), MD7290AN

Vsl is 1986, 36 ft aluminum pontoon boat used by Seaport Taxi as water taxi in Baltimore Inner Harbor. Vsl is powered by a 90 hp gasoline outboard. Vsl route is Rivers, not more than 500 feet from shore.

After review of vessel file, determined that incorrect procedure was used at vessel's initial simplified stability test in August 1992. An incorrect weight shift had been applied. Required simplified pontoon vessel stability test to be reconducted to verify carriage of 25 total persons. Issued CG 835 to demonstrate vessel meets stability standards in 46 CFR 178.340.

Matt Edwards, LT, USCG

18 MAR 2004

Attended vessel moored at Anchor Bay Marina East, Dundalk, MD, for the purpose of conducting a simplified stability test for pontoon vessel. In attendance were:

LCDR Mark Hammond: USCG Sector Baltimore
LT Joe DuFresne: USCG Sector Baltimore
LT George Borlase: USCG Marine Safety Center
LT Mike Ciaglo: USCG Marine Safety Center
LT Eric Couch: USCG Headquarters (G-MSE-2)
Mr. Tom Roth-Roffy: NTSB
Mr. Kevin Renze: NTSB
Capt Ed Narizzano: Seaport Taxi Director
Mr. Chuck Diorio: Seaport Taxi Legal Rep
Mr. Rik VanHemmen: Naval Architect, Seaport Taxi Rep

Heavy investigation and media interest in stability test due to recent capsizing casualty of Seaport Taxi LADY D on 06 MAR 04. LADY D stability letter was sistered to PATRICIA P (ex FELS POINT PRINCESS).

Weather conditions were calm wind, overcast skies, calm water. Vessel moored portside-to, bow and stern lines on port side, stern line stbd side to piling. Conducted test iaw 46 CFR 178.340 using locally generated worksheet.

Vessel certificated to carry 25 total persons; initially conducted test for 25 total persons. Removed port/stbd benches to allow barrel movement to full extreme of breadth. Simulated weights of benches to be 150 pounds. Total weight: 3650 pounds. Total Test weight: 3760 pounds, simulated with 8-53 gallon barrels of salt water (470#/bl). Used exposed pontoon arc length to verify pass/fail cross-sectional area criteria. Barrels arranged to minimize heel and trim. Shifted weight to port side. After shifting all but 2 barrels to port side, stopped test due to port pontoon submergence.

Recalculated test for 19 total persons using 6 barrels distributed to minimize heel and trim. Shifted all barrels to port side; required minimum arc length: 27 inches; measured arc length: 25 inches.

Recalculated test for 17 total persons using 5-1/2 barrels. Shifted all barrels to port side. Required minimum arc length: 27.5 inches; measured arc length 25.5 inches.

Discussed options with vessel reps to either continue test with reduced passengers or have owner conduct full stability calcs to be submitted to the Marine Safety Center following a USCG witnessed inclining and deadweight survey. Vessel reps decided to conduct full stability test and submit calculations to the Marine Safety Center. Stability test to be scheduled within the next couple weeks. No-sail 835 remains outstanding.

As preliminary study, Marine Safety Center reps conducted informal inclining using two water tubes and one full barrel to create heeling moment. Informal test conducted with assistance from vessel rep naval architect. Results to be analyzed further for preliminary study of pontoon vessel stability by USCG Headquarters.

Departed vessel. Awaiting schedule for full stability test from vessel reps.

LT Joe DuFresne

14 April 2004

Owner decided to redo simplified stability test to see what passenger count the vessel will pass with. Owners contemplating deactivating COI based on results of test.

Attended vessel moored at Anchor Bay East Marina, Dundalk, MD, for the purpose of conducting simplified stability test and to conduct inclining test for the purposes of the LADY D investigation. In attendance were:

LT Joe DuFresne: USCG: Activities Baltimore
LT George Borlase: USCG Marine Safety Center
LT Mike Ciaglo: USCG Marine Safety Center
LT Tim Connors: USCG Marine Safety Center
Capt Ed Narizzano: Director, Seaport Taxi
Mr. Chuck Diorio: Living Classrooms Legal Rep
Mr. Rik VanHemmen: Naval architect, vessel rep
Mr. Tom Roth-Roffy: NTSB
Mr. Art Cox: Marina rep

Weather was light rain, calm winds, calm sea. Reps from Marine Safety Center conducted inclining test in support of USCG investigation of LADY D casualty. Results of inclining pending; further information may be found in investigation case.

Vessel moored port and starboard by bow and stern. Conducted test in accordance with local worksheet and 46 CFR 178.340. Test weighed used were 55 gallon barrels filled to the bung hole with fresh water from the river. One full barrel weighed at 501 pounds. Conducted test using 4.5 barrels for total test weight of 2255#, which corresponds to 15 total persons after deducting simulated weight of benches removed from vessel.

Removed outboard benches to allow full weight shift to outboard edge of passenger deck. Simulated weight of removed benches using barrels. Calculations required minimum pontoon arc above waterline after weight shift of 27.0 inches; measured

arc was 27.75 inches. Conducted longitudinal test with all 4.5 barrels moved to the forward extreme of the passenger deck (at gate to boarding platform); pontoons did not submerge, test Sat.

LT Joe DuFresne, USCG

Activity Action Log:

Eff. Date	Unit	Individual	Description
03/12/2004	ACT Balt	Edwards, Matt .	Activity Created. Status: "Open - In Progress"
04/30/2004	ACT Balt	DuFresne, Joseph S.	Status Changed to "Closed - Agency Action Complete"